

**CZECHOSLOVAKIA****1 Information on Various Airfields**

**Avne** (see sketch). On the ground are 18 Spitfires, 3 Messerschmitts, 2 Junkers, and 2 Dakotas.

**Legend to attached sketch:**

HC1 - H03 hangars  
 C1 - C3 underground depots  
 U M 1 repair shops  
 OST/UB 1 & 2 garages  
 UBC2 barracks; hard runways

**Particulars (see sketch)**

**Commandant** Lieutenant Colonel Debrichovsky

**Assistant** Major Bilek

**Officers of General Staff:**

Captain Formanek, Lieutenant Zbytovsky

**Chief of OBZ** Major Mach

**Assistant** Captain Dockal

**Chief of Supplies** Major Srack

**Assistant** Lieutenant Byarsky

**Second Assistant** Second lieutenant Max

On the ground are 8 ME 109s, 16 Arados, 5 Spitfires, 18 Siebel, 4 Bicker C 104s, 4 Piper Cubs, and 1 Fieseler Storch.

There is a German radar, installed 21 March 1949, at the airfield.

**Legend to sketch:**

- 1 Destroyed hangars
- 2 Wooden hangars
- 3 Hangars under construction
- 4 House under construction
- 5 Armory of aircraft armament; munitions depot

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- 6 Parade ground
- 7,8,9 See detailed sketch (p 24)
- 10 Destroyed house
- 10a Link Trainer room
- 11 Bureau
- 12 Materiel depot
- 13 Fuel pump
- 14 ~~House~~
- 15 Wooden hangars
- 16 Aircraft park
- 17 - 20 Barracks
- 21 Mess hall
- 22 Club
- 23-25 Shooting gallery, control
- 26 Armory
- 27 Tire and tube depot
- 28 Guard post
- 29,30 Barracks
- 31 Garages
- 32 Aeroclub hangars
- 33 Radiogenicometer
- 34 Fuel dump
- 35 Building under construction

## 2 Miscellaneous Information on Czech Aviation

### A Organization of the Czech Aviation Industry

Director General Horak

Technical Assistant Engineer Simunek

Administrative Assistant Bednar

Social Assistant Kratky

### B Central Bureau of Aeronautic Construction

The main office of this bureau is on Jungmannova Street in

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[key to diagram]

Detail of Hangars 7, 8, 9

- 1) Storeroom for oils and technical gasoline
- 2) Hangar for Arado and courier aircraft
- 3) Unfurnished offices
- 4) ME 109
- 5) Office of operational flight commander
- 6) Vacant
- 7) Storeroom for engines and Argus propellers
- 8) Parachute shop
- 9) Carpentry shop
- 10) Machine shop
- 11) Technical storeroom
- 12) Sparkplug testing room
- 13) Photographic darkroom

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Prague and in the same building with the Kovo (metallurgical and mechanical industry) Administration. This office will soon be under the management of Engineer Macner. The bureau has the following sections spread through the aircraft plants:

Section I	Engineer Macner; construction of reactor craft; Letov factory
Section II	Engineer Tomas; construction of military trainers, Arado type; Avia factory
Section III	Engineer Denes; construction of small 6- to 7-place transports; the Kovo property, Jungmannova ulice
Section IV	Engineer Vlk and Engineer Nemes; construction of small 4- to 5-place transports; Aero factory
Section V	Engineer Hublin; construction of sport aircraft and aircraft; in the factories at Chocan
Section VI	Engineer Slechts; construction of helicopters and small, sport aircraft; CKD factory at Karlin-Prague
Section VII	At Zlin
Section VIII	Engineer Simunek; section for V18 - 600 hp engines being tested at the Walther factories
Section IX	Engineer Krulis; section for Praga D -60 hp engines being tested at CKD factories in Prague
Section X	Engineer Kanal; section for reactor engines
Section XI	Engineer Jerle; section for turbocompressors.

## 3 Aircraft Production

The following orders are in production:

at Aero factory: 100 Aero 45s; 100 ME 109s (apparently assembly of ME 109s ceded by Bulgaria - the Soviets imposed this purchase in exchange for the 50 Spitfires ceded to Israel); 1 prototype Aero 50; 1 prototype Aero 55; 70 Siebels

at Avia factory: 327 ME 109s; 80 wing assemblies for Arado - C2

at Letov factory: 80 cabins for Arado - C2

in the factories at Chocan: 120 Sokol per year; 1 prototype Skaut, two-seater, sport aircraft; 1 prototype Bonzo, single-engine, four-seater, large sport aircraft

at the factories in Zlin: 100 Zlin "381" per year, ZEMEN two-seater,

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sport aircraft; 1 prototype Zlin "22", two-seater, sport aircraft.

These factories employ a total of 3,600 people. In 1944 the aircraft factories employed 144,000; in 1946, 14,000 of whom 6,000 were used for repair and assembly of salvaged German aircraft.

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5 Military Aviation. At present, probably only about 10 Spitfires and 12 - 15 Mosquitoes are left.

## Organization:

### A) Aviation Advisory Board (Letacky poradni sbor)

General Drgac - Chief of War Department General Staff, President

General Vicherek - Chief of Aviation

General Kubita - Chief of Czech Airlines

General Stanovsky - Chief of civil aviation

Engineer Felix - Chief of the Aviation Section of the Ministry of Industry

Director Horak - Director General of the aircraft factories

Engineer Juliak - Liaison officer between National Defense and the Ministry of Industry.

### B) Ministry of National Defense (MNO) - Aviation Section

Colonel Engineer Lufenberger (materiel)

Engineer Mikysa (Mikysa)

Colonel Dofhek (?)

Colonel Cech (administrative questions)

Engineer Major Fink (materiel)

Colonel Honecny (materiel)

Engineer Doctor Hudec

### C) Aviation General Staff

General Vicherek (Chief of Military Aviation)

General Hanus

Colonel Crha (Chief of Rear Areas) ("TYL")

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Colonel Engineer Mraz - material - airframes or instruction (?)

Colonel Engineer Slaka

Colonel Engineer Engler - aircraft armament, also works for  
ORZ (counter-intelligence)

Colonel Engineer Zeman

General Mares, former chief of "TYL", has been removed and Colonel Hlebil  
has been transferred.

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#### 6 Agreements with the Soviets.

There is very little known on this subject except that on  
about 1 May, Horak (director of the aircraft factories) and General  
Kanus (Assistant Chief of Aviation) left for Moscow. It is assumed that  
their trip was in connection with the unification of aircraft production  
in order to build Soviet Aircraft and to standardize the armament.  
This is based upon the recent arrival of Ilushkine aircraft at Prague.

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## ROLAND - Information on Miscellaneous Airfields

Leda. The airfield is located to the south and southwest of Leda in the direction of Fabjanice. It was built during the German occupation and is used by both military and civil aircraft. The field is approximately 1.5 x 2 kilometers.

There is a single runway - running east-west - which is 1,000 meters long and 60 meters wide. There is also an 8-meter wide, concrete strip in the shape of a horseshoe which ends at each extremity of the runway. Along this horseshoe are 15 concrete spaces for parking aircraft; each space is designed to accommodate six aircraft.

Barracks for the airforce are located about one kilometer east of the airfield. On one of the buildings assigned to the troops is the sign "4th Aviation Battalion."

Chojna. Location: 14-25 E, 52-58 N (US Army Map No O-53; 1:250,000) The Chojna airfield is still occupied by the Soviets. The hangars are empty and in disrepair; the barracks are in better shape but rather empty. No rebuilding or repair work is being done.

A small field radar station, consisting of an antenna and a tent to protect the apparatus, is near the airfield.

Liebo-Korskie (or Jackowo). This present information renders null and void No 251.259 Br e/00.779 of 20 April 1949 (airfield of Macierska), which has been proved false.

Position: 16-38 E, 54-33 N; US Army, Central Europe Map No P-55; 1: 250,000.

General location. The airfield is 16 kilometers west-southwest of Ustka (Stolpmunde) on the tongue of land which separates Lake Wiscko (Vietsker See) from the Baltic Sea. This lake makes a good land mark for finding the airfield.

A Polish Naval Airforce unit occupies the field; the unit insignia is



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Western approach. The airfield is reached by a road from Jackowo. At a point 3 kilometers past a temporary bridge over a river, the road is barricaded and guarded by sailors. From this point, the hangars and the houses occupied by the sailors are visible, but these buildings hide the airfield which lies behind.

In the woods to the west of the airfield three trucks are parked. These apparently house a radio station because there is a radio mast erected beside them.

Leszno and Staszow. These airfields

are no longer in existence; cancel

the previous information.

Stargard. The airfield, located southwest of Stargard (approximately 15-00 E, 53-20 N) is still occupied by the Soviet Airforce, but there is very little activity. The town of Klusowo (Klutzow), which is very near the airfield, has been evacuated by the few Poles who lived there and is now occupied by the soldiers and officers of the Red Airforce and their families.

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